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ANNUAL REPORT

OF THE

MASSACHUSETTS AERONAUTICS COMMISSION

FOR YEAR ENDING DECEMBER 31, 1973

6-25-1974  
Mass Officials

MASSACHUSETTS AERONAUTICS COMMISSION

1973 ANNUAL REPORT

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In our last annual report we said that our major effort (for 1973) would be to complete the Statewide Airport System Study. We just made it with the publication, in December, of a Massachusetts Airport System Plan based on the study.

We decided along the way that the only reason for having a system of airports was to provide one of the essential parts of a transportation system to move people and goods by air. It was necessary, therefore, first to determine what the air transportation needs of the Commonwealth were and what they probably would be in the future.

Early on it became apparent that scheduled air transportation had many advocates, even though almost everyone that spoke up at public information meetings wanted the necessary airports somewhere else. The support is understandable since in 1972 over ten million passengers, three hundred ten million pounds of air cargo and seventy-five million pounds of air mail were handled by the Boston-Logan Airport alone.

Unfortunately, the general public is not as aware of the many benefits of general aviation, and community support for the needed small airports is often lacking. In this connection, the study turned up the interesting information that during 1972 nearly a million passengers arrived or departed the Boston Metropolitan area by on-demand air taxi, business and private planes and that, in the Commonwealth's second busiest scheduled air carrier market, Cape Cod and the Islands of Martha's Vineyard and Nantucket, twice as many travelers used business and private planes as used scheduled air passenger service.

The study concluded that air transportation, both scheduled and private, is important to the economy and life style of all of Massachusetts, and that, except for the Boston Metropolitan area, the existing system of public, private and under-utilized military airports, if preserved and periodically upgraded, can meet the predicted air transportation needs for the next twenty years.

The plan outlines four options for taking care of the long range airport capacity needs of the Boston area.

1. The construction of a new major jetport. At any practical location this would be enormously costly both in dollars and environmental effects.
2. Very high speed (250 mph) ground transportation between Boston and New York. This is the plan's preferred solution, but its implementation is dependent upon many factors outside of the Commonwealth's control.
3. Diversion of short-haul O&D air passenger traffic, using new quiet RTOL aircraft, to one or more suburban airports. This solution would provide substantial benefits to affected air travelers, would reduce highway delays



and congestion, and would be the least costly of the alternatives. However, there is substantial community objection to any increased use of suburban airports.

4. Doing no planning at this time and waiting for a transportation crisis to occur. We hope this will not be the chosen option, although there are many precedents for such an approach to future public problems.

The new state plan contains eleven recommendations for specific action —

- A state tax on aviation fuel to pay for the future system.
- Periodic review of the traffic outlook at Boston-Logan, to check on the plan's projections.
- Construction of the RTOL runway planned by Massport at Boston-Logan.
- Exploration of the civil use of Otis Air Force Base on Cape Cod.
- Encouraging public ownership of the seven privately owned commercial airports considered to be essential to the statewide system.
- Continued upgrading of airports contained in the system plan.
- Preservation and civil utilization of the state's military airports.
- Improved ground access to Boston-Logan, including construction of a third Harbor crossing.
- Improved ground access to Boston's suburban airports, together with the use of vacant airport land for commuter parking.
- Adoption of a statewide noise impact policy and necessary land use legislation.
- Aeronautics Commission participation in regional transportation planning programs.

During the year we carried out our routine activities in accident investigation, safety and enforcement, and, as predicted, concentrated on the maintenance and reconstruction of existing airport pavements and continued to add low cost instrument approach facilities.

There was no progress during the year on fleshing out the bare bones of the reorganization act which consolidates the Commonwealth's transportation activities under a Secretary of Transportation. However, the Commission is now required to



submit its budget requests through the Secretary instead of directly as before. Largely because of this arrangement, the Commission's airport planning and construction requirements were included as a part of the Governor's total transportation capital outlay budget request, and the Commission received an appropriation adequate to cover the state's share of an expanded two-year program of airport planning, reconstruction and development. We have, in addition, become increasingly involved in aeronautical problems of the Boston-Logan Airport, since the MPA, which runs that airport, is structurally a part of the new Secretariat.

We started and ended the year with ten employees and five commissioners.

### AIRPORTS AND NAVAIDS

We issued certificates of approval for commercial operations for 24 municipal airports, 29 privately owned airports, five privately owned seaplane bases, and one privately owned balloonport.

In addition, we registered 73 private use landing areas, 24 private use heliports and 15 private use seaplane bases.

A Massachusetts Airport System Plan, and airport master plans for Beverly, Plymouth, Provincetown, Southbridge, Taunton, Westfield and Worcester were completed during the year, all with support from the federal aviation development aid program.

Airport improvement projects were completed, also with ADAP assistance, at —

Beverly: Installed localizer (SDF), funded jointly by MAC Navaid funds and FAA.

Fitchburg: Filled cracks and sealed apron and taxiways.

Martha's Vineyard: Prepared terrain for a glide slope installation by FAA.

Pittsfield: Installed localizer (SDF), funded jointly by MAC Navaid funds and FAA.

Westfield: Expanded parking apron and constructed stub taxiway.

Worcester: Rehabilitated runway 11/29.

Airport improvement projects have been submitted for FAA participation at —

Beverly: Overlay apron, light runway 9/27, fix HIRL on 6/24, install VASI. Clear trees, remove old tower, move lighting controls to new tower.

Fall River: Replace runway lights, repair taxiway lights, install VASI.

Hyannis: Repair HIRL on 6/24, light taxiway to 15, install VASI and fencing. Buy land, clear trees, repair access road, install security lighting.



Airports and Nav aids (continued)

<u>Lawrence:</u>	Crack fill and seal runway 5/23.
<u>Mansfield:</u>	Reconstruct taxiway.
<u>Martha's Vineyard:</u>	Reconstruct runway 6/24.
<u>Nantucket:</u>	Reconstruct runways 6/24 and 15/33, build stub taxiway.
<u>New Bedford:</u>	Replace obstruction lighting, install fencing, install taxiway and security lights, build CFR garage, replace water main. Expand parking apron.
<u>Plymouth:</u>	Land acquisition (approach protection). Install approach lights (MAL S/SF) and VASI.
<u>Taunton:</u>	Expand parking apron.
<u>Westfield:</u>	Reconstruct runway 15/33.
<u>Worcester:</u>	Repave access road, install HIRL, VASI and REIL on runway 15/33, replace electric duct, replace standby power cable, repave and expand terminal apron, widen taxiway, install security lighting and fencing, construct maintenance garage.

Completion is expected during 1974.

OPERATIONS

<u>Registrations:</u>	<p>At the end of 1973 the halfway point of our current aircraft registration period, we had registered 1692 aircraft. This compares with 1694 aircraft during the last corresponding period.</p> <p>During 1973 we registered airmen for a one year period instead of the usual two years. This was done so that our registration clerk in the future will not be faced with processing both aircraft and airmen registrations simultaneously during a two year period. In 1973 we registered 3983 airmen.</p> <p>In 1974, the airman registration will resume its two year period.</p>
<u>Inspections:</u>	<p>350 inspections of various types were made at airports, heliports, seaplane bases, parachute jump centers and a balloonport. This compares with 355 similar inspections during 1972.</p>



Operations (continued)

Managers: 63 Airport Managers were licensed in 1973. This is one more than the 1972 figure.

Accidents: During 1973 there were only two months, January and December, when there were no accidents involving fatalities. In 1973 we recorded 71 accidents, 14 of which were fatal involving 108 fatalities. Of these, 89 were attributed to the Delta accident. Two fatalities involved parachutists. Of the total number of accidents, 3 involved airline operations and two of these were fatal. There were 14 involving personal injury to 26 people.

In 1972 we recorded a total of 66 accidents including 4 fatal accidents involving 10 deaths.

The percentages show that 51% of the 1973 accidents occurred during landing or takeoff and 54% involved pilot error.

Financial  
Responsibility:

In the 18th year since the enactment of the Financial Responsibility Act, 5 cases required action. No suspensions were necessary.

Disciplinary  
Action:

508 complaints were received and investigated resulting in disciplinary action in 252 cases. Three persons were taken to court; 248 received warning letters; one was referred to the FAA. All court defendants were found guilty.

The courts continue to take a hard look at violations of aeronautical law. Much higher fines continue to be imposed upon those found guilty.

Lectures:

Operations personnel continue to give lectures on aeronautical regulations, law, accident and violation investigation to law enforcement personnel and have given safety lectures to various pilot groups.

Flight Instructor  
Seminars:

We conducted two more Flight Instructor Seminars, our 13th and 14th, in May at the Bryant & Stratton Junior College in Boston attended by 101 instructors, and again in September at the University of Massachusetts in Amherst, where 36 instructors attended.

We have sponsored flight instructor refresher courses since 1966. Plans are underway for another this July, while two are scheduled for June and October 1975 with additional courses requested for the same months through 1978.



Operations (continued)Waivers and  
Permits:

Several aerial activities providing public service required waivers and permits. 1973's total issue was 129. 32 of these were for sport parachuting at locations other than certified parachute jump centers. 71 were permits for supervisory parachute jump approvals. The remainder were for agricultural aerial spraying and dusting, pipe line patrol, air meets, wildlife and forest fire patrol, scientific research and electronic testing.

PROMOTIONState Airplane  
and Helicopter:

Pilots of the Commission flew the Piper Aztec a total of 204 hours on inspections, investigations, flight checking of state owned navairs, engineering surveys, photo and administrative flights. 121 of these hours were for other departments. The helicopter flew 230 hours, of which all but 6 were for other state departments.

Aviation  
Education:

We published an aviation newsletter for distribution to more than 1,000 organizations and individuals concerned with the aviation industry. Various civil college and aviation groups viewed our aviation films and we continue giving lectures on aviation safety and the activities of the Massachusetts Aeronautics Commission.

Sport Parachute  
Jumping:

In 1973 there were 20,896 parachute jumps at five parachute jump centers licensed by us at Fall River, Orange, Pepperell, Taunton and Turners Falls. 47 injuries were reported—two involving fatalities and two involving serious injury. We also approved 32 exhibition jumps into non-licensed areas.

Airport  
Directory:

During 1973 we continued distributing our pocket-sized airport locator chart entitled "Massachusetts Airports". We expect to have an updated chart ready for distribution during 1974.

Federal/State  
Cooperation:

Commission personnel continued to work during 1973 on the promotion and development of aviation and aviation safety by meeting with various federal groups to exchange accident and law enforcement information, to discuss airport improvements and changes in federal regulations.



LOCAL SERVICE AIRLINE PASSENGERS

Boston-PBA	17376
Air New England	119201
Downeast	13370
Command	4524
Winnepesaukee	8057
Pilgrim	15011
Hyannis-Delta	10725
Air New England	67344
Martha's Vineyard-Delta	8263
Air New England	29511
Nantucket-Delta	10825
Air New England	64360
New Bedford-Delta	6364
Air New England	11036
Pittsfield-Command	13589
Provincetown-PBA	17376
Worcester-Delta	32130
Allegheny	2388

CONTROL TOWER COUNT

Boston-Logan	308581	Hyannis	95904
Boston-Bedford	278603	New Bedford	82578
Norwood	220105	Worcester	79104
Westfield	134212	Nantucket	48856

INSTRUMENT APPROACHESOn FAA Nav aids:

Boston-Logan	25548
Boston-Bedford	18405
Worcester	12354

Hyannis	12275
Nantucket	9813
Westfield	7834
New Bedford	6444

On State Nav aids:

Norwood	5749
Beverly	4194
Lawrence	2352
Pittsfield	849

Fitchburg	807
Plymouth	177
Taunton	157
Great Barrington	106
Orange	28

NOTE: We received no count of instrument approaches from the FAA on the following additional state nav aids: Fall River, Palmer and Provincetown.

OUR PLANS FOR 1974

Since a majority of the recommendations of the new airport system plan require legislation, one of our jobs in 1974 will be to prepare the necessary bills in consultation with affected communities, organizations and citizens.

A combination of sufficient money for state airport aid and the recent increase in the federal airport development aid program participation percentage from 50 to 75, has so reduced the local requirement, (5% of the cost of eligible items), that we anticipate a considerably increased airport improvement program. At the beginning of the year projects were already in the mill for the Beverly, Fall River, Hyannis, Lawrence, Mansfield, Martha's Vineyard, Nantucket, New Bedford, Plymouth, Provincetown, Taunton, Turners Falls, Westfield and Worcester airports. These will all be under construction in 1974.

We also expect, as a result of studies mandated by the Federal Office of Management and Budget, that the FAA will propose delegation of several present federal responsibilities to competent state aeronautics agencies. Many of these will require additional state work which in turn will require money. However, since the studies suggest that the states can carry out these functions at less cost to the taxpayer than can the FAA, it is probable that funding can be accomplished by way of revenue sharing, probably from the Airport and Airway Trust Fund.

Respectfully submitted,

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Francis D. Adomaitis  
Albert J. DiGregorio  
Warren E. Manter  
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Crocker Snow, Director of Aeronautics